

COMING SOON

Embraer Phenom 300



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes
LOT	AUCTION	BRAND	CATEGORY
#206	#177	Embraer	Aircraft
BIDDING CLOSES	SELLER		
—	C****s		

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

The Embraer Phenom 300 arrived at the point where light jets stopped being expected to make obvious compromises in speed, range or cabin usefulness. First flown in April 2008, it made its name by bringing genuinely brisk, high-altitude jet travel to an aircraft approved for single-pilot operation. The result was a light jet that could serve an owner-pilot, a corporate flight department or a charter operation without feeling like a merely enlarged entry-level machine.

Embraer developed the EMB-505 as the larger partner to the Phenom 100, but it was not simply a stretched sibling. The programme was a clean-sheet attack on the established light-jet market, combining a swept low wing, rear-mounted turbofans and a notably roomy oval-section cabin. Later Phenom 300E and 300EV developments refined performance, cockpit systems and cabin equipment, while preserving the basic formula: a compact business jet designed to cover serious sectors with a small crew.

Quick facts

What makes the Phenom 300 stand out in the light-jet world?

Its strength is the way the major decisions work together. The Phenom 300 is quick enough that the difference between it and larger aircraft can narrow on many domestic sectors, yet it retains the airport manners and operating concept that make light jets attractive. The wing is low and swept, the engines are mounted high on the aft fuselage, and the cabin remains clear of wing structure and engine hardware. That architecture is conventional in appearance but effective in practice: it gives passengers a clean cabin volume and gives pilots a purposeful, uncluttered aeroplane.

The cabin is a large part of the appeal. Embraer's Oval Lite cross-section uses a flattened oval rather than a simple circular tube, creating useful shoulder and headroom without making the aeroplane disproportionately bulky. It is still a light-jet cabin, so nobody should expect a stand-up aisle or unlimited luggage for a full load of passengers. But the Phenom feels designed for people rather than merely arranged around systems. The separate baggage spaces, airstair entry and aft lavatory arrangement are practical details that matter more than brochure prose once a trip runs long.

From the left seat, the type's single-pilot approval is important but should not be misunderstood. It means the aeroplane was designed around manageable workload and highly integrated avionics; it does not turn turbine flying into a casual undertaking. The Phenom rewards disciplined energy management, precise automation use and a pilot who is comfortable operating a pressurized, high-performance twinjet in busy terminal airspace. In short, it is not difficult because it is crude. It demands respect because it is capable.

Powerplant, systems and technical highlights

- Two rear-fuselage-mounted Pratt & Whitney Canada PW535-series turbofans provide the thrust, keeping cabin noise and vibration sources behind the passenger compartment.
- Later Phenom 300E and 300EV aircraft use PW535E1 engines rated at 3,478 lbf each and are published with a maximum operating Mach number of 0.80.
- Garmin Prodigy flight decks are central to the type, with later aircraft using the touchscreen Garmin G3000-based Prodigy Touch suite.
- Typical later-series safety and workload features include synthetic vision, autothrottle, runway-overflow awareness and alerting, emergency descent capability and system synoptic pages.
- The trailing-link landing gear, brake-by-wire anti-skid and single-point refuelling arrangement reflect an aircraft intended for frequent executive use rather than occasional weekend sorties.
-

A central maintenance computer supports fault monitoring, but it does not replace rigorous records review or knowledgeable troubleshooting.

How it compares

The rival shown is the Citation CJ4 Gen3. Published figures vary by model year, installed equipment, payload, reserves, atmospheric conditions and engine variant; range claims are especially dependent on the mission assumptions used.

Honest ownership note: The Phenom 300 benefits from being a widely supported modern business-jet family, but it remains a turbine aircraft with turbine-level costs. A pre-purchase inspection should establish the exact variant, avionics software baseline, maintenance-program status, applicable airworthiness directives and service bulletins, engine coverage or reserve position, landing-gear condition, brake condition, environmental-system performance and the completeness of digital and paper records. Use a maintenance facility familiar with the EMB-505 and a Pratt & Whitney Canada-capable engine specialist; familiarity with older light jets alone is not the same thing.

Exterior and cabin

Exterior

- Low, swept cantilever wing with no external bracing.
- Long pointed nose, smoothly tapered pressurized fuselage and rear-mounted engine nacelles.
- T-tail with a swept vertical fin and high-mounted horizontal stabilizer.
- Retractable tricycle gear; the main wheels and nosewheel are enclosed when retracted.
- Passenger airstair door forward of the wing and baggage compartments separated from the main cabin.

Cabin and cockpit

- Oval-section cabin with large, regularly spaced rectangular windows.
- Club-style passenger seating is common, with a side-facing divan or additional seat depending on layout.
- Forward refreshment area and enclosed aft lavatory arrangement on typical executive interiors.
- Two-place flight deck with large integrated Garmin displays rather than a traditional spread of analogue instruments.

Who is this aircraft for?

- Owner-pilots stepping into a serious single-pilot turbine aircraft with appropriate training and recurrent support.
- Companies needing rapid regional and continental business travel for a small passenger group.
- Charter and managed-aircraft operators seeking a recognised light-jet platform with a useful cabin and strong dispatch-oriented systems.
- Buyers who value speed and practical baggage volume more than a stand-up cabin.

The Phenom 300 remains compelling because it treats the light-jet category as a real transport tool rather than a compromise. Buy it for its blend of pace, cabin packaging and modern systems, not because it promises to make jet ownership inexpensive. It will not; it simply makes the resulting capability unusually easy to understand.

SPECIFICATIONS

General Information

Model	Embraer EMB-505 Phenom 300
-------	----------------------------

Engine & Power Systems

Engine Type	Two Pratt & Whitney Canada PW535-series turbofan engines
-------------	--

Avionics & Equipment

Avionics	Garmin Prodigy flight deck; later aircraft use Garmin G3000-based Prodigy Touch
----------	---

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR



AI Enhanced



MECHANICAL



EXTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/embraer-phenom-300

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

OTHER LIVE AUCTIONS

Live when this document was prepared. Stages and availability change: check the site for the current position.



AERO DESIGN PULSAR XP100

Bad Vöslau, Austria

€20,000 CURRENT PRICE

Closes 8 October 2026, 13:00 UTC



Ikarus Comco C42

Kirn, Germany

€65,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Rare UTVA AERO 3

Büren, Germany

€20,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Robin HR 100 210D

Nordhorn, Germany

€49,000 CURRENT PRICE

Closes 15 October 2026, 19:00 UTC

Every lot above opens its own page. Browse all live lots at collectairs.com/auctions/live

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.